



## CITY OF SANTA BARBARA

### FINANCE COMMITTEE AGENDA REPORT

**AGENDA DATE:** October 21, 2008

**TO:** Finance Committee

**FROM:** Planning Division, Community Development Department and Public Works Department

**SUBJECT:** Upper State Street – Design Guidelines And Transit Lane Study

#### RECOMMENDATION:

That the Finance Committee consider possible options regarding schedule, scope and funding for the Upper State Street Study Design Guidelines and Dedicated Transit Lanes Feasibility Study.

#### EXECUTIVE SUMMARY:

Staff and Council have been working on a strategy to update the Upper State Street Guidelines since May, 2007. Since then, significant changes appear to have taken place in regards to the City budget, development patterns, and competing project priorities. As a result, staff seeks Council's direction on appropriate programming for the Upper State Street Study. Three potential options are provided in this report. Staff recommends Option 1, below. Options include:

1. Postpone Upper State Street Work, Focus on Finishing Existing Projects
2. Full Project Scope including transit study & Consultant Request for Proposal (RFP)
3. Reduced Project Scope for FY 2010
  - 3A. Form-Based Workshop & Committee – Upper State Street.
  - 3B. Form-Based Workshop & Committee – City-Wide Consideration.

#### DISCUSSION:

##### Background

The Council approved the Upper State Street Study on May 8, 2007. On October 9, 2007, the Council considered a draft work program for implementing a number of recommendations from the Upper State Street Study, including new design guidelines and near term transportation improvements. Several members of Council expressed concern that the work program would proceed without first considering a longer term issue of potential dedicated transit lanes along the Upper State Street corridor. Therefore, Council directed that staff postpone its request for approval of the program

and funding, and that a Request for Proposal (RFP) and scope of work for a dedicated transit lane feasibility study be initiated.

On January 29, 2008, the Council approved the RFP and scope of work. On June 10, 2008, Public Works staff held a discussion with the Finance Committee to identify the source(s) of funding to be used for the proposed study cost of approximately \$250,000. The Finance Committee expressed concerns regarding the costs and directed staff to consider phasing the study and reducing the costs.

### Options

Public Works and Community Development staff have considered a number of options on how, when, and at what potential costs to proceed with both the design guidelines and transit lane study. Overall, it is staff's position that it makes sense to combine the efforts into one. The level at which the transit lane would be studied at this juncture would be conceptual. Transit facilities are important elements of streetscape planning that would be part of the design guidelines using a form-based approach, as recommended in the Upper State Street Study. The scope of work for the transit lane study included a community design charrette. Staff believes it makes sense to engage the public on the full streetscape and building design issues together, as it is the best recognized approach for new form-based code guidelines.

Staff believes the cost of the transit lane study could be reduced to approximately \$50,000 with the combined approach and with a good amount of City Transportation staff effort. Staff has considered how to reduce the scope, approach, and cost of the design guidelines as well. However, staff has concerns about both uncertainties in the City's financial condition, given economic trends, and the Planning Division workload. Therefore, staff is presenting three options to consider. Our recommendation is Option 1, which is to further postpone initiation of both the guidelines and transit lane study.

### **Option 1: Postpone Upper State Street Work, Focus on Finishing Existing Projects**

Staff suggests that the Finance Committee and Council consider postponing the initiation of this new community planning effort, given the amount of other work currently underway, including:

- Extensive efforts needed for the next year and beyond for Plan Santa Barbara (Plan SB);
- The work that has begun but is yet to be completed in the Historic Resources Work Program: Lower Riviera Survey, Historic Districts establishment for the Lower Riviera and Waterfront, Mills Act program implementation, and update of El Pueblo Viejo Guidelines;
- The new priority assignment of the proposed Charter amendment alternative to the initiative regarding building heights; and
- The update needed to the Tenant Displacement Assistance Ordinance.

Staff believes that the effort needed to complete existing assignments is significant, not only for staff, but also the review boards, community, and Council. Staff's position is that it is better at this point to focus on and finish more of what we have started than to take on new assignments. Further, many of the policies articulated in the Council-adopted Upper State Street Study can be implemented within the current project review framework.

Also, as will be shown, the other options below would require appropriation of \$100,000 to \$350,000. With the current uncertainties of the City budget for FY10, staff cannot recommend such an expenditure of funds at this time.

### **Option 2: Full Project Scope & Consultant Request for Proposal (RFP)**

It is important to consider the comprehensive scope of issues associated with new form-based guidelines as recommended in the Upper State Street Study (see Attachment 1). In October 2007, staff estimated that the cost of the guidelines would be approximately \$350,000 based on other somewhat similar projects (Chapala Street Guidelines, Cabrillo Blvd. RDA projects, and form-based studies undertaken by the County of Santa Barbara). At the time that the Finance Committee and Council wish to proceed with the guidelines, staff suggests that the scope be carefully reviewed and that an RFP be issued to determine the cost, as a first step.

As discussed above, staff suggests that this approach would include the transit lane feasibility study. The funding decision would still remain as to use of General Fund Reserves for all or part and/or use of Measure D funds for the transit portion.

### **Option 3: Reduced Project Scope for FY 2010**

Sub-Option 3A. Form-Based Workshop & Committee – Upper State Street.

Sub-Option 3B. Form-Based Workshop & Committee – City-Wide Consideration.

This option has two parts. "Sub-Option 3A" is to continue to pursue the Upper State Street Guidelines for that specific area and "Sub-Option 3B" is to consider the potential benefits of form-based codes/overlays and/or design guidelines in the larger context of the Plan SB program. The potential for areas such as El Pueblo Viejo and surrounding downtown that may be a higher priority for form-based coding would be considered in Sub-Option 3B.

Sub-Option 3A. Form-Based Workshop and Committee – Upper State Street. The approach would begin more slowly than Option 2 this year. The scope of the effort for Upper State Street would be down-scaled. A small working committee could be established, made up of two to three Planning Commissioners and members of the Historic Landmarks Commission and Architectural Board of Review, to assist staff in developing an approach and RFP for necessary, but limited, consultant assistance. Continuing to work on Upper State Street issues certainly has appeal, as quite a bit of

good work has been done to date, and improvements to the development process and project outcomes would be welcomed by the community. However, the current pending project list (Attachment 2) has remained mostly unchanged in the last several years, some projects may be withdrawn, and others are likely to be acted on long before the guidelines would be in place. Changing economic and development patterns appear to be leading to less immediate growth pressure for the Upper State Street area. The estimated cost for this effort would be \$100,000 - \$200,000, and funding for this in FY10 would have to be considered.

Sub-Option 3B. Form-Based Workshop and Committee – City-Wide Consideration. This sub-option would start with a similar effort in terms of approach of staff working with representatives of Board and Commissions to develop a lower cost scope of consultant services to have a general community workshop on form-based codes and how it could be applied in several areas of the City including Downtown, El Pueblo Viejo specific to historic resources, and Upper State Street. A concern about this option is that, although it affords a jump-start on implementation of PlanSB, it is not clear how the transit lane would be incorporated, and perhaps a separate smaller workshop would still be necessary, which could increase costs. The estimated cost of up to \$200,000 and funding for it in FY10 are similar to Option 3A.

### Summary

There are a number of implementation actions that should be done to further the important community design and circulation issues explored in the Upper State Street Study. Further, a number of the implementation actions such as form-based guidelines provide a good example and learning experience for how new policies in the Plan SB may be carried out in the future. Staff and the Finance Committee have each expressed concerns about funding these efforts, and use of reserves now or in the near future is not recommended from a prudent fiscal standpoint. Therefore, staff provided options in this report with an eye to budget and workload concerns, and has concluded that the appropriate recommendation at this time is to postpone the design guidelines and transit feasibility study, Option 1.

**ATTACHMENTS:** 1. Upper State Street Study – Direction and Scope  
2. Pending Project List

**PREPARED BY:** Bettie Weiss, City Planner

**SUBMITTED BY:** Paul Casey, Community Development Director  
Christine Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office

**Upper State Street Study**  
**Selected Summary Direction & Improvement Measures**  
**Potential Scope of Design Guidelines & Transit Study**

**A. GENERAL DIRECTION**

- 1. Summary Direction:** The following are overall guidance statements for the Upper State Street Study Area:
  - a) Urban Design: Maintain and enhance the character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.
  - b) Transportation: Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.
  - c) Longer-Term Future: Preserve longer-range future improvement opportunities.
- 2. Improvement Measure:** Amend the Architectural Board of Review (ABR) Ordinance and *Upper State Street Area Design Guidelines* to incorporate the following:  
Sound Community Planning, Compatibility, and Consistency with Design Guidelines. Require a design review finding of sound community planning, compatibility with the surrounding area, and project compliance with the *Upper State Street Area Design Guidelines* that references (1) Summary Direction statements above for Urban Design, Transportation, and Longer-Term Future, (2) Updated direction in the *Upper State Street Area Design Guidelines* addressing area identity and character, public streetscape, mountain views, open space, creeks, building setbacks, intersection traffic level of service, mid-block congestion, pedestrian/bicycle/transit facilities, and parking; and (3) Summary Diagrams for Urban Design Improvements and Transportation Improvements. (*Architectural Board of Review Ordinance, Design Guidelines*)

**B. URBAN DESIGN IMPROVEMENT MEASURES**

- 1. Corridor Identity and Character**
  - a. **Summary Direction:** Preserve and enhance the character of Upper State Street and its subareas and neighborhoods.
  - b. **Improvement Measures:** Amend S-D-2 Zone, *Upper State Street Area Design Guidelines*, and ABR Ordinance to incorporate the following guidance:
    - 1) Key Characteristics. Identify key characteristics that define the character and sense of place in the Upper State Street corridor, subareas, and neighborhoods. Include guidance on a range of architectural styles and materials appropriate within each subarea, to include more contemporary styles, and natural materials such as sandstone, stucco, and tile. (*S-D-2 Zone intent; Design Guidelines*).
    - 2) Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks, and view corridors could be incorporated. Potential locations identified for activity nodes are: La Cumbre and State Street, and Las Positas/ San Roque and State Street. (*Design Guidelines*)

- 3) Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas. (*Design Guidelines*)
- 4) Neighborhood Compatibility. Carefully review new development for compatibility with the surrounding subarea and neighborhood. Add more detailed compatibility criteria for residential uses, including separation and buffering between residential and commercial development, and landscaping requirements. (*Design Guidelines, ABR Ordinance*)

## 2. Public Streetscape

- a. **Summary Direction:** Improve the public streetscape and adjacent pedestrian connections.
- b. **Improvement Measures:** Enforce landscape requirements; amend *Upper State Street Area Design Guidelines* to incorporate guidance on the following issues, and include sidewalk improvements within the City capital improvement program.
  - 1) Development Design. Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street. Elements may include: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. Also facilitate use of mass transit. (*Design Guidelines*)
  - 2) Parking Placement. Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground. Parking lots behind or next to buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening provided. (*Design Guidelines*)
  - 3) Landscaping. Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to help screen automobiles and provide shade. (*Design Guidelines*)
  - 4) Pedestrian Buffers. Buffer pedestrian facilities from automobiles, particularly in locations where cars line commercial development and overhang the sidewalk. (*Design Guidelines*)
  - 5) Paseo Connections. Establish paseo connections between retail areas and residential neighborhoods where there are opportunities to do so; and consider public safety and maintenance issues in determining their locations and design. (*Design Guidelines*)
  - 6) Street Trees. In coordination with the Park and Recreation Commission and Department, identify appropriate street tree species with respect to pedestrian safety, sidewalk maintenance, and aesthetic considerations. (*Street Tree Master Plan, Design Guidelines*)
  - 7) Sidewalk Standards. Replace non-conforming sidewalks consistent with Pedestrian Master Plan standards. (*Design Guidelines, Capital Improvement Program*)
  - 8) Sidewalk In-Fill. Install missing sidewalk gaps when there are opportunities to do so. (*Design Guidelines, Capital Improvement Program*)

- 9) Setback Uses. Provide direction for appropriate land uses within building setback areas. (*Design Guidelines*)

### 3. Mountain Views

- a. **Summary Direction:** Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* to address the following:
  - 1) Building Height Limits. Retain current height limits for buildings in the S-D-2 Zone. (*Design Guidelines*)
  - 2) View Corridors. Protect and/or create view corridors when siting new buildings, parking, and streetscapes. (*Design Guidelines*)
  - 3) Step Buildings. Consider stepping upper stories back as one design solution to create view corridors. (*Design Guidelines*)
  - 4) Intersection Views. Protect views at corners that intersect with State Street. (*Design Guidelines*)
  - 5) Parking Placement. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the parking provided. (*Design Guidelines*)
  - 6) Viewing Locations. Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views. (*Design Guidelines*)
  - 7) Landscaping and Trees. Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them. (*Design Guidelines*)

### 4. Open Space

- a. **Summary Direction:** Maintain, enhance and create open space where feasible.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* to address open space and plaza elements, and identify opportunities for public park locations as part of the General Plan Update process.
  - 1) Open Spaces and Parks. Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate (examples include passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheaters). (*Design Guidelines*)
  - 2) Plaza Elements. Incorporate plaza elements as a part of development to establish street presence and a sense of open space, such as plazas, paseos, pedestrian resting areas, and bulb-outs for bus waiting areas. (*Design Guidelines*)
  - 3) Public Parks and Open Spaces. Identify locations and opportunities to establish public parks and open spaces, including potentially at La Cumbre Plaza and the Army Reserve Building sites. (*General Plan Update*)

## 5. Creeks

- a. **Summary Direction:** Protect and enhance San Roque and Arroyo Burro Creeks.
- b. **Improvement Measures:** Amend the *Upper State Street Area Design Guidelines* to address the following:
  - 1) Creek Protection. Restore creek areas; reduce impervious surfaces; increase creek buffers and building setbacks from creeks; and establish use of water quality best management practices, native plants, and integrated pest management near creeks. (*Design Guidelines*)
  - 2) Development Orientation. Orient development to face the creeks as well as toward State Street within the commercial/mixed use corridor to better incorporate creeks as part of the landscape and public open space. Examples include outdoor dining areas, residential open spaces or balconies facing creeks, trail connections, and landscaped creek buffers. (*Design Guidelines*)
  - 3) Creekside Paths. Establish creekside pedestrian paths within the commercial corridor where appropriate, to improve circulation, increase connectivity between the commercial corridor and residential areas, and public awareness of creeks. (*Design Guidelines*)
  - 4) Street Presence. Establish better street presence of creek locations on State Street to increase public awareness of creeks, and provide points of orientation and identity along State Street. Examples of measures include pocket parks and signage to delineate creek and trail locations. (*Design Guidelines; Capital improvement program*)

## 6. Building Setbacks

- a. **Summary Direction:** Reaffirm the existing S-D-2 zone building setback requirements, and provide clarifications for their application.
- b. **Improvement Measures:** Amend S-D-2 Zone and *Upper State Street Area Design Guidelines* to address the following:
  - 1) Setback Measurement. Clarify that building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way. (*S-D-2 Zone and Design Guidelines*)
  - 2) Site Plan Variations. Identify typical types of site plan lay-outs that are encouraged and discouraged. (*Design Guidelines*)
  - 3) Building Dimensions and Spacing Requirements. Identify maximum building depths and minimum spacing requirements between adjacent two- and three-story buildings. (*S-D-2 Zone and Design Guidelines*)
  - 4) Eastern Subarea Setbacks. For locations with small lot sizes, ample sidewalks, and a historical development pattern with minimal setbacks, allow consideration of modifications for setbacks of less than the standard S-D-2 setback for one-story structures or the first story of multiple-story structures. (*Design Guidelines*)
  - 5) Variable Setback Approach. Study a variable setback approach for multiple properties within a block based on structural volume as a potential development evaluation metric. (*Design Guidelines*)

## 7. **Building Size**

- a. **Summary Direction:** Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and subareas, proportional to parcel size, and consistent with the Upper State Street Area Design Guidelines, as amended.
- b. **Improvement Measures:** Amend *Upper State Street Area Design Guidelines*, Neighborhood Compatibility Section to incorporate the following:
  - 1) Compatibility Findings. Strengthen and enforce specific provisions that development be found compatible within the context of the block, neighborhood, and subarea. (*Design Guidelines*)
  - 2) Form-Based Guidelines. Incorporate form-based guidelines to provide direction for visual aspects and appropriate form and scale of development in each subarea within the range of development permitted under zoning, and to protect scenic views. Guidelines would address the relationship between building facades and public spaces, and the form and mass of buildings in relation to one another. Examples are building height and bulk, façade treatments, the location of parking, street wall heights, commercial or mixed use designs where courtyards are proposed and parking is underground, etc. Guidelines would emphasize use of graphics and photos to explain application of zoning requirements. (*Design Guidelines*)
  - 3) Taller Buildings Criteria. Identify characteristics for when taller buildings that are permitted under the S-D-2 Zone can be appropriate for a site, and criteria for their evaluation. Criteria include scale, proportion, and character of existing development within the surrounding subarea. (*Design Guidelines*)
  - 4) Floor Area Ratio. Include a Floor Area Ratio (FAR) measure as one metric for evaluating development projects. (*Design Guidelines*)

## C. **TRANSPORTATION RECOMMENDATIONS**

### 1. **Traffic Signal/ Intersection Level of Service Improvements**

- a. **Summary Direction:** Maintain or improve vehicle traffic flow and intersection service levels along Upper State Street.
- b. **Improvement Measures:** Implement the following improvements to improve intersection levels of service through private development, capital improvements or public/private program, and City programs and operations:
  - 1) Signal Phasing Modifications. At the following traffic signals, provide right-turn arrows during signal phases when the right-turning vehicle would have a protected period to turn: (a) Highway 154/ Calle Real, (b) Highway 101 Northbound Off-Ramp/ State Street, (c) La Cumbre Road/ State Street, (d) Las Positas Road-San Roque Road/ State Street, (e) La Cumbre Road/ Calle Real, and (f) Las Positas Road/ Calle Real. (*Private development, City capital improvements, and/or public/private partnership*)
  - 2) Traffic Signal at McCaw/ Las Positas. Install a new traffic signal at McCaw/ Las Positas Road to improve residential circulation (see MMA concept design figure and description). (*Private development, City capital improvement, and/or public/private partnership*)
  - 3) Traffic Volume Monitoring. City program to conduct regular periodic traffic volume counts, to assist in coordinating traffic management with adjacent jurisdictions;

identifying problems areas; assessing the effectiveness of physical improvements and operational changes to the road network; and reviewing development applications. (*City Program*)

- 4) Intelligent Transportation System (ITS). The continuing use and refinement of ITS traffic control equipment and operations, such as electronic message signs, signal timing that adapts to traffic levels, and connection to the Caltrans regional monitoring system, assists in managing traffic flow and system efficiency. (*City Program*)

## **2. Mid-Block Congestion and Safety Improvements**

- a. **Summary Direction:** Reduce access points to Upper State Street that conflict with through travel.
- b. **Improvement Measures:** As follows, amend Public Works Standards and Parking Design Guidelines; undertake a public/private program to improve access and parking; and install additional medians through private projects or City capital projects.
  - 1) Shared Driveway Access and Parking at Existing Development. City program to assist in identifying locations conducive to retrofitting existing access and parking areas, provide informational materials, and work with interested property owners and businesses to create shared access and parking facilities and operations. (*City Program*)
  - 2) Access Management Guidelines. Establish design guidelines for providing effective access management for new development that address lot frontages, driveway spacing, consolidated access, on-site circulation, driveway design (see Table 2 in Upper State Street Study Report). (*Public Works Standards and Parking Design Guidelines*)
  - 3) Driveway Spacing Guidelines. Establish driveway spacing guidelines to reduce the number of driveways, create more uniform spacing, minimize conflict points with through-traffic, and move driveways away from intersections (see Table 3 in Upper State Street Study Report). (*Public Works Standards and Parking Design Guidelines*)
  - 4) Additional Raised Medians. Additional raised medians would be beneficial to improving the flow of through traffic in the following identified locations: (a) Between Highway 101 Northbound Off-Ramp and La Cumbre Road, (b) Between Hitchcock Road and Ontare Road, and (c) Between Ontare Road and Toyon Drive (*reference MMA Concept Design Figures and Descriptions*). Utilize median designs that provide the least impact to the provision of emergency services. Design a new median at the location between Highway 101 and La Cumbre Road to reflect recognition of its location as a northern gateway to Santa Barbara. (*Private development, City capital improvements program, and/or public/private partnership*)

## **3. Pedestrian/ Bicycle Facility Improvements**

- a. **Summary Direction:** Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels, and between the commercial corridor and surrounding neighborhoods.
- b. **Improvement Measures:** Implement streetscape improvements and pedestrian and bicycle connections through private projects or district, City or public/private program; amend *Access and Parking Design Guidelines* and *Upper State Street Area Design Guidelines* to incorporate pedestrian and bicycle guidelines; City operations programs for sidewalk maintenance and bicycle hitching posts.

- 1) Pedestrian Connections. Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped (see Figure 9 for locations for cross street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity. Establish long-term operation and maintenance agreements to assure paseos availability for public use. (*Private development, City capital improvements, and/or public/private partnerships*)
- 2) Streetscape Improvements. Streetscape improvements along Upper State Street, as identified in the Pedestrian Master Plan (and also discussed in section B.2 Urban Design above) would benefit pedestrian circulation and traffic safety, and include the following:
  - (a) *Sidewalk Expansion Program*. The new Pedestrian Master Plan standard for the pedestrian right-of-way is 12 feet from curb face to property line. This includes four feet of parkway or “furnishing zone” to provide space for plantings, light poles, news racks, and benches, and an eight-foot wide sidewalk or “through way”. The remaining building setback area or “frontage zone” is a buffer space between the sidewalk edge and building, and will vary in width depending on the type of land use and size of building. These standards will continue to apply as feasible as parcels redevelop, although some parcels on Upper State Street do not have the size and configuration to provide this amount of public right-of-way. (*Access and Parking Design Guidelines and Upper State Street Area Design Guidelines; Private development, City capital improvement, or public/private partnership*)
  - (b) *Sidewalk Obstructions Relocation Program*. This program would identify opportunities with adjacent property owners to relocate existing sidewalk obstructions off the sidewalks and into the frontage zone, such as benches, utility poles, equipment boxes, newspaper racks, street signs, street trees, and landscape walls. (*Design Guidelines; Private development, City program, or public/private partnership*)
  - (c) *Bicycle Hitching Post Program*. Bicycle hitching posts are installed within the public right-of-way adjacent to commercial building entrances under an ongoing City program to implement Bicycle Master Plan goals, with efforts to date focused on Downtown but eventually to include Upper State Street. Where business entrances are set back away from the street, private bicycle parking is more appropriate and convenient. (*Design Guidelines; City Program, and/or private development*)
  - (d) *Pedestrian-Attractive Intersections/Crosswalks Program*. This program would reconstruct intersections and pedestrian crossings with materials to make the intersections more attractive. Also upgrade to current accessibility standards. (*Include reference in Design Standards; and City capital program, or private development or public/private partnership*)
  - (e) *Street Tree Enhancement Program*. Provide more street trees and/or landscaping within the parkway between the curb and sidewalk (furnishing zone) to provide a buffer for pedestrians per Pedestrian Master Plan standards. This would include removal and replacement of unhealthy or overgrown trees with species appropriate to the corridor setting, that is with slender trucks, reasonable shade canopies, and root systems that will limit the amount of sidewalk damage as the tree matures, and placement in tree grates. (*Design Standards; and Private development, City capital improvement, and/or public/private partnership*)

Crossing Timers Program. Install pedestrian countdown timers at Upper State Street intersections to provide additional information to pedestrians about remaining time to cross. Signal timing is set per traffic engineering standards (MUTCD). Consideration could be given to increasing pedestrian crossing time, however this would add to vehicle delay. (*Private development, City capital improvements, and/or public/private partnerships*)

#### **4. Parking Improvements**

- a. Summary Direction:** Develop parking policies and management strategies that help reduce Upper State Street congestion.
- b. Improvement Measures:** Amend S-D-2 Zone parking requirements; amend Upper State Street Area Design Guidelines to address parking design; undertake public/private parking efficiency program; continue ongoing City policies and programs on mixed use and parking demand reduction.
  - 1) Site Lay-Out for Parking. Provide guidance to assist in determining appropriate parking lay-out design for redevelopment, addressing factors including size and depth of lot, scenic view considerations on north and south side of the street, and proximity to connecting side streets and alleys. For surface parking, in general, parking at the rear of buildings can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Maximize underground parking to the benefit of creating attractive, high quality projects above ground. (*Design Guidelines*)
  - 2) Parking Requirements. Review S-D-2 zone parking requirements for new development to identify any refinements that could assist in providing adequate parking without burdening the transportation corridor, including further study of the following: (a) *Parking Maximums* that limit the amount of parking capacity allowed at particular sites or areas to control the congestion impact on adjacent streets; (b) *Parking Pricing* that provides for motorists to pay for using parking facilities; and (c) *Restaurant Parking* requirements that limit restaurants in smaller commercial developments. (*S-D-2 Zone, Design Guidelines*)
  - 3) Mixed Use Development Policies. Continue City policies supporting mixed residential/commercial development, and further study the following potential policy refinements that could reduce parking demand and also thereby benefit traffic levels along Upper State Street: (a) Parking Requirements for Residential to restrict parking to one space per unit or require that the price of parking be independent of the residential unit; (b) Car Share program providing automobile rental services intended to substitute for private vehicle ownership, making occasional use of a vehicle more affordable and providing incentive to minimize driving and use alternative modes. Program requires accessible location, affordable rates, convenient procedures, and reliable vehicles and availability. (*City, private development*)
  - 4) Retain On-Street Parking. Retain the current on-street parking in the Upper State Street corridor, which provides a limited but needed parking supply. (*City program*)

## Upper State Street Pending Project List

MST2003-00452                    120 S HOPE

Project would divert dry weather urban runoff and groundwater to the City sanitary sewer system using a diversion structure in Hope Drain, a lift station, a diversion valve connected to the sanitary sewer system.

MST2004-00408                    3305 STATE ST

Proposed mezzanine addition of approximately 1,638 square feet to Gelson's Market. The project requires a Transfer of Existing Development Rights and a parking modification. There are no exterior alterations proposed.

MST2004-00704                    3408 STATE ST

Proposal to convert an existing two-story, mixed-use building consisting of 3,522 square feet (net) of office space on the first floor and 3,727 square feet- four (4) two-bedroom apartments on the second floor, into five condominium units.

MST2005-00156                    3757 STATE ST

Proposal for a new mixed-use development consisting of five buildings from one to three stories totaling 102,565 square feet. The proposal includes the construction of 72,209 square feet of commercial/retail space for Whole Foods, Circuit City, Citibank, and others, and 15 residential condominium units totaling 30,356 square feet of living space. The residential condominiums include 13, 3-bedroom market rate units and 2 affordable units (1 2-bedroom and 1 3-bedroom). The project includes a total of 303 new parking spaces (18 covered spaces, 16 garages and 2 carports) for the residential condominiums and 285 spaces for commercial use located at basement grade and rooftop levels). The project is located on four parcels totaling 5.4 acres and includes demolition of 56,545 square feet of existing commercial buildings, 30,500 cubic yards of cut and 2,300 cubic yards of fill. The proposal also includes drainage improvements and creek habitat restoration. The proposal will result in an increase of 15,664 square feet of new commercial floor area. The project requires Planning Commission review of a Tentative Subdivision Map, a front yard Modification, Development Plan Approval, and Transfer of Existing Development Rights.

MST2005-00340                    3735 STATE ST

Proposal to demolish two existing structures and construct a new two-story 2,917 square foot building.

MST2006-00682                    15 S HOPE AVE

Proposal for the demolition of an existing 8,368 square foot retail structure and associated parking and construction of a 3-story mixed-use development with underground parking. The project proposes 16 residential condominium units including three affordable units, 1,150 square feet of commercial space, 40 parking spaces and 5,000 cubic yards of grading. The proposed units include 2 1-bedroom units, 12 2-bedroom units, and 2 3-bedroom units ranging in size from 833 to 1,500 square feet. The proposed project will result in approximately 21,787 square feet of building area on a 35,667 square foot parcel. The project also includes a creek restoration project and 13,880 square feet of open space. The project requires Planning Commission review of a Tentative Subdivision Map and a Modification for bonus density.

MST2006-00763                      3940 STATE ST

Proposal to remove exterior children's play structure and six tables with 16 chairs and install new tables and chairs and a new dolphin play sculpture.

MST2007-00591                      3714 STATE ST

This is a revised project (MST2003-00286). Proposal to demolish the existing, 52,815 square foot, 113-room hotel (Sandman Inn); and to redevelop the site with a 70,346 square foot, three-story, 106-room hotel and 73 residential condominium units (ranging from two to three stories) over two parcels (APNs 053-300-023 & 053-300-031), totaling 4.6 acres. Of the 73 proposed residential condominiums there are 37 3-bedroom units, 14 2-bedroom units, and 22 1-bedroom units. 11 of the 73 units are proposed to be affordable units. The proposal includes 291 parking spaces, 163 for the residential units, 111 for the hotel, and 17 shared parking spaces. 273 of the 291 parking spaces are proposed to be underground. This project requires Planning Commission Review of a Tentative Subdivision Map, Development Plan Approval, Lot Line Adjustment, and a Modification for Inclusionary Housing units.

MST2008-00084                      101 S LA CUMBRE

Proposal to construct a new 3,923 square foot one-story bank building for Wachovia Bank on a 26,605 square foot commercially zoned lot. The proposal also includes a walk-up depository, walk-up ATM machine, new landscaping and a new 18 space surface parking lot and bicycle parking.

MST2008-00180                      3885 STATE ST

This is a new proposal for the project site. The proposal includes the construction of a new, three-story mixed-use development on a 1.43 acre lot. The project consists of the demolition of an existing 4,990 square foot motel and 22,250 square foot office building. The proposed commercial component consists of one 2,605 square foot unit. The residential component consists of thirty residential units (22 2-bedroom flats, 4 3-bedroom penthouse units, and 4 2-bedroom affordable units. The units range in size from 780 square feet for the affordable units to 2,226 square feet for the three-bedroom penthouse units. Per zoning the project requires a minimum of 65 parking spaces. A total of 79 parking spaces are proposed (23 on grade and 56 underground). Onsite amenities include a 3,300 square foot recreation facility (exercise room, sun room, spa/hot tub, dining room, staging kitchen, wine lockers, concierge service) and a 540 square foot community-serving crafts room. The proposal includes 15,900 cubic yards of cut and 100 cubic yards of fill. The project requires Planning Commission review of a Tentative Subdivision Map, Modifications, and a voluntary lot merger of two parcels.

MST2008-00358                      3820 STATE ST

Proposed remodel and facelift to an existing commercial building and the addition of a mixed use project in the current surface parking lot. The new parking will be located below grade (2 levels) with 30,000 square feet of commercial and 25,000 square feet of housing above.

MST2008-00395                      3230 STATE ST

This is a new application for a proposal to install a new unmanned wireless communications facility to consist of a T-Mobile panel antenna to be located in a faux chimney on an existing commercial building. Additional equipment will be located within a lease area of the existing commercial building. The project includes replacement of the existing faux chimney with a new faux chimney, with a three foot increase in total height, to match the existing style. The

proposal also includes the demolition of the existing "as-built" storage area at the rear, repaint and texture the existing trash enclosure to match the existing building, add a new tree on the rear elevation, and replace the "as-built" pavers with landscaping planters along the State St. elevation.

*H:\Group Folders\PLAN\C A R\2008\10-21-08 Finance Comm Attach 2 USS Pending Projects List.doc*